

Corner Marking

A **Corner Marking** system has become popular with larger groups which allows the group to be cohesive and it works like this:

We will have a **Leader** at front, and a **Sweep** at the back. The group is free to 'float' between those two entities. When the **Leader** comes to a corner, or a roundabout, or a multiple-choice scenario where it's not immediately apparent which way we go, **the Leader will designate a Corner Marker rider.**

The first clue for this designation is the **Leader** will slow down, put on an indicator, and look around to see who is behind them. The **Leader** will raise a hand high in the air, and then point to the ground at the spot to be marked by the **Corner Marker. Said spot should be Before the turn.**

Whoever is immediately behind the **Leader** in the group should acknowledge that this signal is understood, and then stop at that point, indicating the way for others to go. That **Corner Marker** waits for every other rider to go by, until the **Sweep** comes into view. Establish recognition by mutual nods and/or thumbs-up or headlight flash. **Corner Marker** allows the **Sweep** to pass and then **Corner Marker** rejoins the group and gets in front of the **Sweep**.

The Corner Marker rider goes from being Second in the group to being Second-to-Last in the group. That rider then works his way forward when other **Corner Markers** are deployed.

Corner-marking is a two-way responsibility. If you are approaching an intersection, a corner or a busy commercial area, you need to **anticipate and actively look for** a corner marker. If you are the **Corner Marker**, you need to be vigilant and pro-active in ensuring our other riders see you. Don't just sit on your bike with an indicator on and a vague wave. Corner Markers arms should be Moving to be Obvious to others. If there is a **significant** distance between individual riders, you might need to get off your bike and look back down the road and do star-jumps to attract attention. If a bus or a truck parks alongside you and you become invisible, you need to make yourself un-invisible!

If the **Leader** comes to a very large roundabout or multiple entry-exit intersection, a **Corner Marker** will sometimes be stationed on the way into and another one on the way out of the roundabout/intersection, to be sure. If a red light separates you from the rider you were following, don't panic. When the light goes green; if there's a corner up ahead which requires your attention, there will be someone marking it for you. **The system works no matter how spread out the group becomes.**

If a Corner Marker is not positioned at an intersection, assume the group has traveled straight on through the intersection or roundabout.

Freeways and interstates may be unavoidable on our way into or out of a city. It's not an ideal situation but sometimes a corner marker is placed at the off-ramp. Please be careful if this is you. Put yourself and your bike out of harm's way as much as possible and be wary when rejoining the flow of traffic as the Sweep comes along.